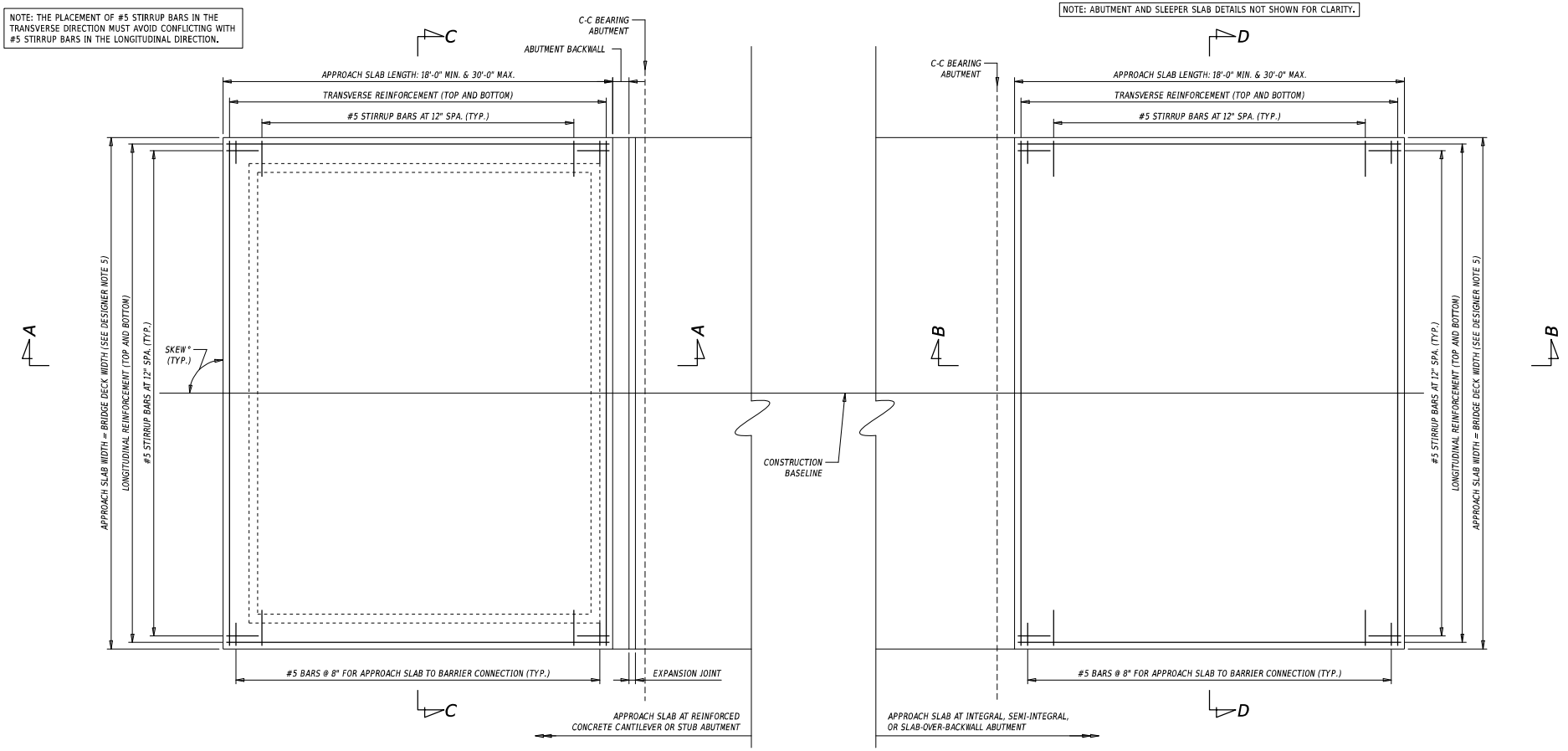
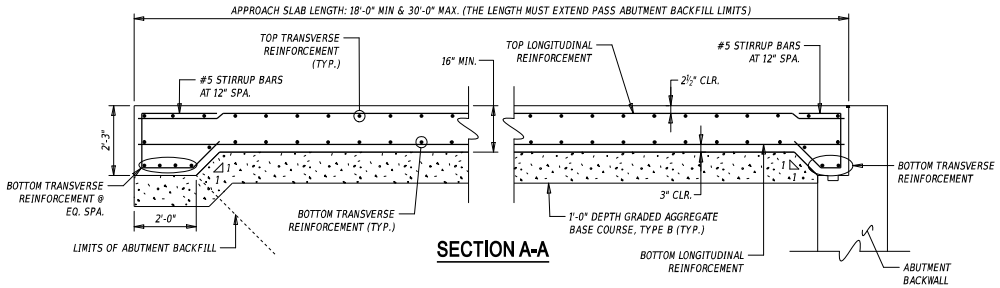
NOTE: THE PLACEMENT OF #5 STIRRUP BARS IN THE TRANSVERSE DIRECTION MUST AVOID CONFLICTING WITH #5 STIRRUP BARS IN THE LONGITUDINAL DIRECTION.

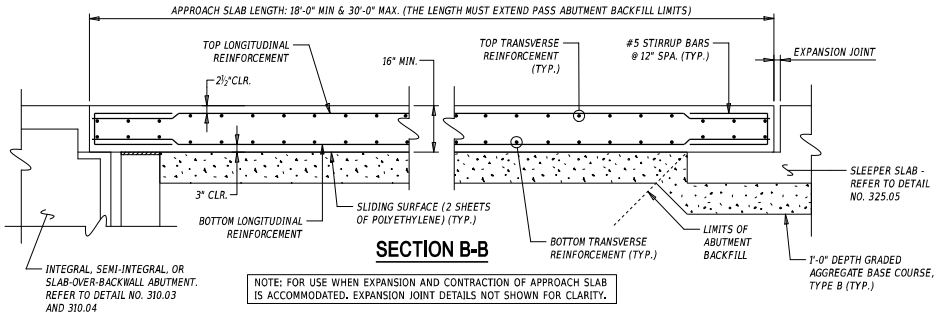
NOTE: ABUTMENT AND SLEEPER SLAB DETAILS NOT SHOWN FOR CLARITY.



PLAN



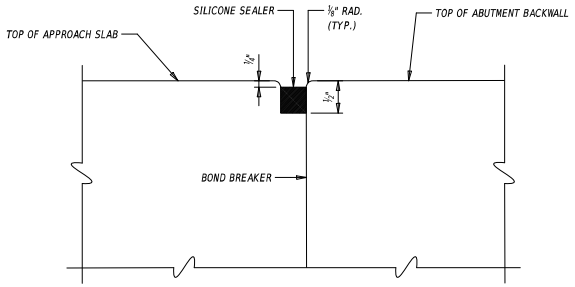
SECTION A-A



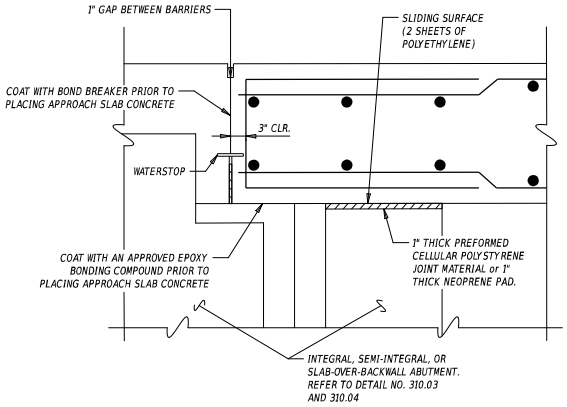
SECTION B-B

NOTE: FOR USE WHEN EXPANSION AND CONTRACTION OF APPROACH SLAB IS ACCOMMODATED. EXPANSION JOINT DETAILS NOT SHOWN FOR CLARITY.

DELAWARE DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL	APPROACH SLAB DETAILS	NOT TO SCALE	ISSUE DATE 10/01/2015 10/01/2016 01/31/2019	DETAIL No. 325.03 SHEET No. 1 of 2



JOINT BETWEEN APPROACH SLAB AND CANTILEVER OR STUB ABUTMENT BACKWALL

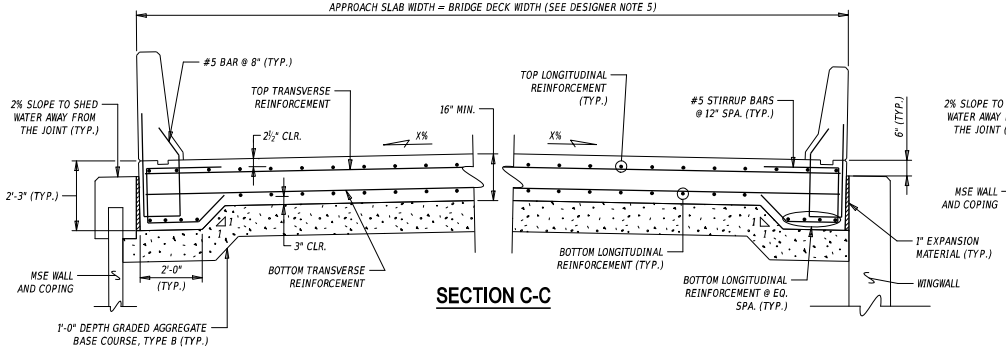


JOINT BETWEEN APPROACH SLAB AND INTEGRAL, SEMI-INTEGRAL OR SLAB-OVER-BACKWALL ABUTMENT

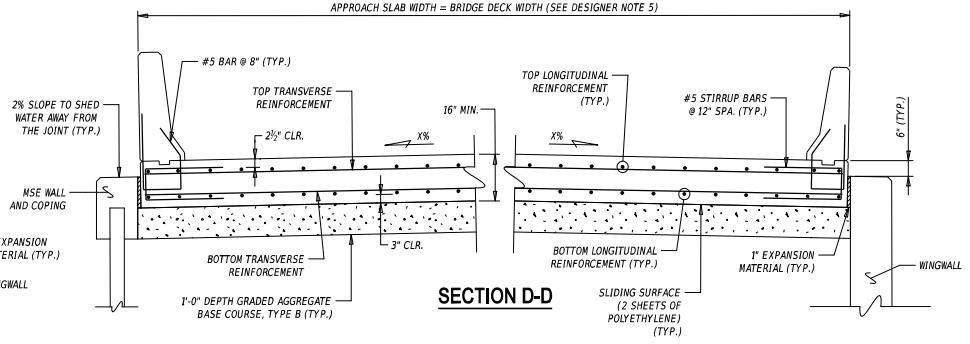
NOTE: REINFORCEMENT PROTRUDING FROM END CONCRETE DECK DIAPHRAGM INTO APPROACH SLAB NOT SHOWN FOR CLARITY. THE EXAMPLE USED IS A SEMI-INTEGRAL ABUTMENT WITH A BACKWALL. OTHER OPTIONS INCLUDE HAVING THE APPROACH SLAB REST ON THE END DIAPHRAGM NOTCH.

DESIGNER NOTES

1. REFER TO SECTIONS 103.3.7, 103.6.2(6), AND 106.7 FOR MORE INFORMATION ON APPROACH SLAB DESIGN.
2. THE APPROACH SLAB DETAILS AS SHOWN AT REINFORCED CONCRETE CANTILEVER OR STUB ABUTMENT UTILIZES LONGITUDINAL EDGE BEAMS. HOWEVER THIS IS NOT REQUIRED FOR ALL PROJECTS. THE NEED FOR LONGITUDINAL EDGE BEAMS WILL BE EVALUATED BY THE DESIGNER ON A CASE-BY-CASE BASIS.
3. SUPPORT AT THE ROADWAY END FOR APPROACH SLAB AT INTEGRAL, SEMI-INTEGRAL, OR SLAB-OVER-BACKWALL ABUTMENTS SHALL BE PROVIDED BY SLEEPER SLAB TO REMOVE OR MINIMIZE THE NUMBER OF EXPANSION JOINTS AT THE BRIDGE. REFER TO DETAIL NO. 325.05 - SLEEPER SLAB DETAILS.
4. THE PREFERRED EXPANSION JOINT TYPE BETWEEN THE ROADWAY END OF THE APPROACH SLAB AND SLEEPER SLAB IS STRIP SEAL EXPANSION JOINT. REFER TO DETAIL NO. 340.01 - STRIP SEAL EXPANSION JOINT DETAILS.
5. IT IS DELDOT'S PREFERENCE TO HAVE THE APPROACH SLAB WIDTH EQUAL TO THE BRIDGE DECK WIDTH. HOWEVER, EXCEPTIONS MAY BE MADE FOR REDUCTION IN APPROACH SLAB WIDTH TO ACCOMMODATE GUARDRAIL POST PLACEMENTS.
6. UNDER SECTION A-A AND B-B VIEWS, THE EXAMPLE ASSUMES A ZERO PERCENT ROADWAY GRADE. IF THE GRADE IS ABOVE ZERO PERCENT, THE DETAILS SHOULD BE SHOWN AS SLOPED WITH THE SLOPE GRADE VALUE LISTED.
7. BREAK POINTS SHOULD BE CALLED OUT AND SHOWN IN SECTION C-C OR D-D VIEWS IN THE PLANS. IF POSSIBLE, ANY SUPERELEVATION TRANSITIONS SHOULD BE COMPLETED OUTSIDE THE LIMITS OF THE BRIDGE, INCLUDING THE LIMITS OF APPROACH SLAB. HENCE THE BREAK POINT LOCATIONS AND CROSS SLOPE VALUES AT THE BRIDGE SHOULD MIRROR THOSE AT APPROACH SLAB.
8. IN CASES WHERE P.C.C. PAVEMENT TIES IN WITH THE END OF APPROACH SLAB, THE DESIGNER SHOULD CONSIDER PROVIDING EXPANSION MATERIAL (ASPHALT PLUG JOINT, 6" TO 12" ASPHALT STRIP, ETC.) BETWEEN THE APPROACH SLAB AND P.C.C. PAVEMENT.



SECTION C-C



SECTION D-D